MOTOR RACING

and

ECONOMY CAR NEWS

Vol. 4-No. 12-Culver City, Calif. April 3-10, 1959

(Published Bi-Weekly except last issue of Calendar Year) 15¢ Cheap

Hail the Prancing Horse

MODENA **Ferrari** ITALIA

The favored Ferrari factory team from Modena, Italy, came through in the 12-Hr. enduro at Sebring March 21. Five of the first nine places went to Ferrari.

Phil Hill, Santa Monica, Calif., and Olivier Gendebien, Belgium, won in the 3-liter 250 Testa Rossa. And in the big Grand Touring class it was another Southern Californian, Richie Ginther, Granada Hills, and Howard Hively, Cincinnati, in a 250 Granturismo California Ferrari. They were ninth overall.

Ferrari also placed 2nd, 6th and 7th. The marque also had the fastest lap (Jean Behra) --- 3m21.6s.

Winning at Sebring was nothing new for Phil Hill. He was co-winner with the late Peter Collins in a Ferrari last year, and in 1955 Hill and Carroll Shelby won the Index of Performance, also in a Ferrari.

Hill Repeats

FERRARI AGAIN AT SEBRING

See Page 1

AFTER 12 HOURS: OLIVIER GENDEBIEN (LEFT) AND PHIL HILL

DRIVER, MECHANIC SEBRING CASUALTIES

SEBRING, Fla., March 20 --- Practice after dark here tonight for the 12-Hr. endurance race resulted in the death of Edwin P. Lawrence, 31, Wyondot, Mich.

He was killed when his Maserati, a private entry, crashed. Missing a turn at 80 mph, the car plunged off the course, flipped end over end, and came to rest in a pile of blazing wreckage.

Witnesses said he went into a tight turn too fast. He had never driven here before. He had two practice laps this morning and was about one-third around on his first night practice lap when the accident occurred.

Race officials described the victim as "not a veteran, but no novice either."

It was the second Sebring death in nine years. Bob Goldich, Chicago, member of the Arnolt-Bristol team, was killed in 1957 when he flipped going into the esses.

There was another desth in connection with the race last night. Gilbert E. Johnson, 22, Savannah, Ga., mechanic for an AC Bristol, was killed when the race car he was driving to the course collided with a truck several miles south of here.

Lonnie Rix, Atlanta, who was to race the car, suffered superficial facial cuts. The car was demolished.

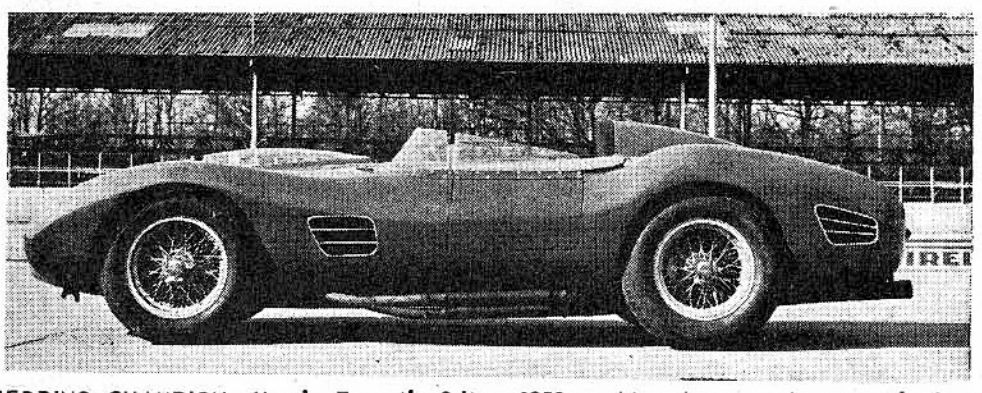
SEBRING
Complete chart - Back Cover
Non-finishers - Pg. 2
Prize list - Pg. 6

Grand Touring Victor

Richie Ginther, of Granada Hills, Calif., sales and service manager of Ferrari Representatives of Calif., was right at home tooling the 250 Granturismo California Ferrari to victory in the Grand Touring class of the 12-Hr. endurance championship sports car race at Sebring.

Co-driving with him was Howard Hively, Cincinnati. They were 9th overall and covered 171 laps as compared to the 188 by victorious overall combo of Phil Hill-Olivier Gendebien.

RICHIE GINTHER



SEBRING CHAMPION---Here's Ferrari's 3-liter 1959 machine that won the season's first manufacturers' championship in the 12-Hr. enduro. Phil Hill and Olivier Gendebien were the winners in this model, based on the successful 1958 Testa Rossa. Bodywork has been restyled. Mill develops 300bhp at 8000rpm. The V12 has 5-speed gearbox, new de Dion rear axle. Dunlop disc brakes (first time a Ferrari sports racer has used them) held up well in the Florida race. Displacement is 2953.2cc.

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And ECONOMY CAR NEWS

Vol. 4—No. 12—Culver City, Calif. April 3-10 1959
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HILL-GENDEBIEN RACE FERRARI TO SEBRING WIN

Special to MOTORACING

SEBRING, Fla., March 21.----The Italian Ferraris and German Porches stole all the thunder here tonight as Phil Hill, of Santa Monica, Calif., and Olivier Gendebien, of Belgium, won the famed 12-hour endurance sports car race for the manufacturers' world championship.

The winners drove one of the new 3-liter red bombs from Modena, Italy, in a race marred much of the time by horrible rainy weather that kept the times down.

It was a repeat for Hill, 31, America's premier sports car driver. He won last year in a Ferrari with the late Peter Collins of England. This same Hill-Gendebien tandem won the world's most famous sports car race, the 24-hour Le Mans, last year. They also drove a factory Ferrari and won in the rain.

The winners covered 188 laps around the slippery 5.2-mile course, or 977.6 miles -- an average of 80.257 mph.

One lap behind in second was another factory Ferrari, driven by Jean Behra, France, and Cliff Allison, England, and three laps behind them came the first Porsche (1600), Count Wolfgang von Trips, Germany, and Joakim Bonnier, Sweden.

Porsches Impress

Porsches took 4th and 5th ---Don Sesslar-Bob Holbert, 182 laps, and John Fitch-Edgar Barth, 181 laps. Six Porsches and five Ferraris took the first 11 places. The English didn't break in until No. 12---a Lister Jag driven by Walt Hansgen and Dick Thompson.

The expected threat of the Lister Jags, led by the great Stirling Moss, to Ferrari, pooped out. Instead, the threat which drove the Ferrari pits crazy, came from the little Porsches.

Lance Reventlow and E.D. Martin, Ferrari, were 6th, while Jack McAfee-Ken Miles, Porsche, were 8th.

Actually, full credit for the victory should not go only to Hill and Gendebien; it should also go to Dan Gurney, River-

(Cont. on Page 3, Col. 3)

Vignettes

- Beef Over Fuel
- West vs. East
- Sound Stories

By Gus V. Vignolle

WE ARE certainly glad Ferrari had the moxie to raise hell over having to use that certain brand of gas at Sebring served by the company that puts up the trophy and, maybe, kicks through with some cash inducements.

In exchange, the Sebring "press agent" drools over the product, and the name is plastered so much over the course that you can hardly see the cars for the signs.

The Ferrari team uses a proven fuel, Shell (they're not an advertiser either). Ferrari is contracted to use Shell, and the Italians were supposed to have been given the OK to use this fuel.

For a while it looked as though Ferrari would pull out, but for some idiotic reason finally gave in to the Sebring high priests.

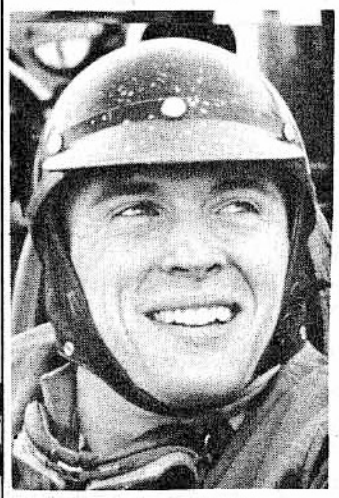
As long as they don't use nitro or petrol outside a specified octane range, drivers should use what gas they well please. Restriction to one brand is a lot of monopolistic bologna!!

NY Hot Air

Sometimes it pays to read the Snapper-Wrappers, even the ones from the effete east,

(Cont. on Page 3, Cols. 1-2)

4 DRIVERS ABOARD 'LUCKY 7'



DAN GURNEY

CHUCK DAIGH

A great measure of credit for the No. 7 Ferrari winning the 12-Hr. at Sebring March 21 also goes to Dan Gurney, Riverside, and Chuck Daigh, Long Beach. It was in their factory car that Hill-Gendebien won.

The No. 8 Ferrari Hill was driving went out with differential trouble after 4hrs. 22min. (78 laps). Sometime later, the factory ordered Hill-Gendebien to take over No. 7.

Gurney-Daigh had driven 122 laps. Hill drove 41 laps, passing the Allison-Behra Ferrari for first; then Gendebien took over, drove the last 25 laps to complete the 188 circuits and win the race. Thus Gurney-Daigh drove two-thirds of the race.

Along the News Front at Sebring

BY FRED AND JACKIE PFISTERER

Special to MOTORACING

SEBRING, Fla., March 21 - Steady, torrential rains were daily routine until early yesterday morning....Weather today was dull for start of the World Championship 12-Hr. Sports Car race of endurance.

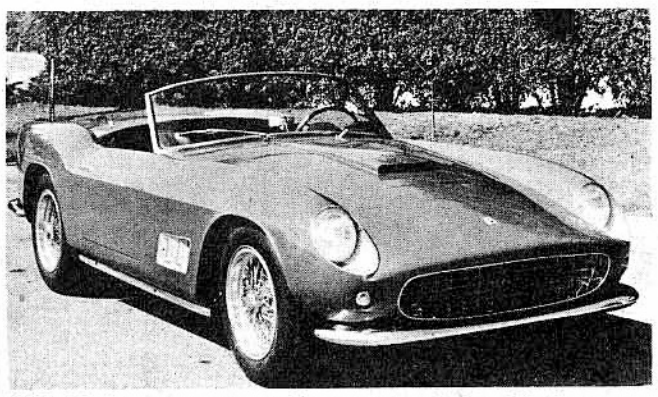
After the Le Mans start, the No. 1 Aston-Martin, with ROY SALVADORI at the wheel, led the pack through the first lap. The Cooper, driven by JEAN LUCAS, Paris, stalled for a full minute before getting off.....

Behind Salvadori were PEDRO RODRIGUEZ, Ferrari; DAN GURNEY, Ferrari; WALT HANSGEN, Lister-Jaguar; JEAN BEHRA, Ferrari; JACK MCAFEE, Porsche RSK; ENTWISTLE, Lotus XV (2 liter); E.P. LUMKIN, Ferrari; plus 55 others....at the end 12 hours later, 48 were still running.

After three hours and 35 minutes, the Aston-Martin was out.....The Alfa-Romeo, piloted by JAVIER VALASQUEZ, Mexico City, rolled in the "S" turns right after the two-hour mark. The driver was uninjured...This was FRED VAN BEUREN's machine.....Since this is a manufacturers' championship and not a drivers' title race, FIA rules permit a change of drivers.....When the PHIL HILL-OLIVIER GENDEBIEN Ferrari was retired, they took over the Ferrari driven quite ably by DAN GURNEY-CHUCK DAIGH.....At the time of the change, the car was 2nd, but fought to first shortly after and held the lead for the rest of the race, although hotly pursued by its sister team car of JEAN BEHRA-CLIFF ALLISON.

A Turner, only replacement to the original list of 65, probably set a new record for number of pit stops, yet managed to finish -- 43rd overall. Drivers were MISS "SMOKEY" DROLET and FRED LIEB.....Replacement was necessitated by the fatal crash of EDWIN P. LAWRENCE in night practice yesterday..... LONNIE RIX, hurt in a road accident that claimed the life of his mechanic, GILBERT JOHNSON, two days ago, acquired another Ace Bristol... Rix finished 24th overall and

(Cont. on Page 5, Col. 3)



THIS IS the new convertible version of the 250 Granturismo Ferrari California which Richie Ginther and Howard Hively drove to victory in the Grand Touring class at Sebring last March 21. This car hits 157mph with a 9/33 rear axle ratio at 7000rpm. Famed Pinan Farina, its designer, says it sums up all the experience of sports, featuring combination of traditional Ferrari elegance and comfort with eminent sports car performance. (Photo by Juan Tenorio, Jr.)

Top Field at Daytona

DAYTONA BEACH, April 1 - An International complexion has been assured for the 1000-kilometer USAC-FIA International sports car race over the revised 4-mile sports car course here Sunday, April 5, with drivers already entered from four different countries.

Representing Franklin D. Roosevelt, son of the former president, in competition will be an Italiam team with three Fiat-Abarths.

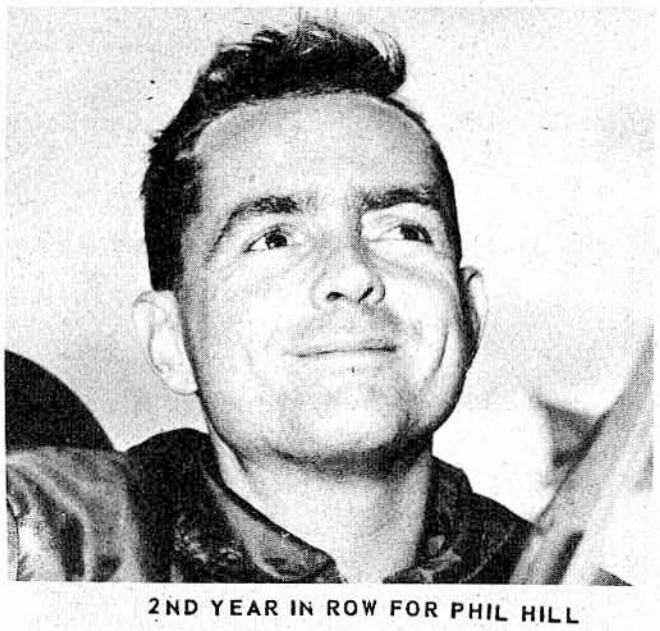
From Mexico will be the two Rodriguez boys, Pedro and Ricardo, who at the ages of 19 and 17, had to get special permission to compete in the USAC-sanctioned events although both rank as top sports car drivers in their native country and several other countries.

Representing Argentina will be Count Antoni Von Dory of Pedro will be teamed with Skip Hudson, Riverside, Calif., ace, in a 3.5 Ferrari.

Buenes Aires, driving a Porsche RSK.

Among top American entries to date are Jim Rathmann, Miami, driving Hohn Edgar's Maserati-Pontiac; Chuck Daigh, Long Beach, Calif., Edgar's Ferrari; Bob Stonedale, Houston, Jaguar; A. J. Foyt, Houston, Lister Corvette; George Constantine, South Bridge, Mass., Aston Martin.

Sports cars will qualify today and Friday for the 630-mile race. They will use, in addition to the 2-1/2-mile banked speedway, a 1-1/2-mile infield flat course with sharp turns.



2ND YEAR IN ROW FOR PHIL HILL

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IN THE NEWS

S.D. RACES OFF

SAN DIEGO, April 1, - The San Diego SCCA April 4-5 Miramar races have been called off. Next SCCA road races - LA and San Diego regions--will be held at Del Mar, May 2-3. Following that, races are planned for June 21 at Hourglass Field, Miramar.

173.21 MPH

DAYTONA BEACH, March 28--Dick Rathmann of Trenton, N.J., set a new U.S. enclosed track record of 173.21 miles per hour as he won the pole position in a Sumar Special for the big car race here April 4.

He made the record in a dangerous wind. World's enclosed track record of 177 miles per hour was set at Monza, Italy.

SF CAR SHOW

SAN FRANCISCO, April 1-Brooks Hall here will be the scene of an invitational Custom, Rod and Antique Auto Show, April 16-19. More than 250 cars will vie for awards.

ECONOMYCAR NEWS

BY FLAVIO ST. GERMAIN

Ford has finally confirmed a Page 1 story published by the NY Times last Feb. 19 that the auto maker would market a small car.

"Barring changes in the market or other circumstances, we will introduce the car during the 1960 model year," Ford said.

The Times had said the car would sell for less than $2000 and would be out this fall.

Chrysler has announced it would be in production with its economy car in December. It will be a newly-designed six-passenger vehicle---not a smaller Plymouth---and will have a 105 to 110-inch wheel base and front-mounted six-cylinder engine. No name has been selected.

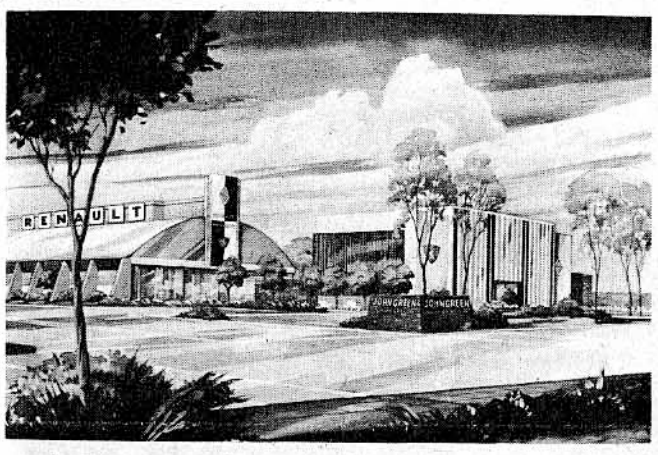
General Motors is known to be up to its neck right now in production of an economy car, so much so that it is slacking off on the new Corvette in favor of the small machine.

Regarding the Ford, the NY Times story had said the six-cylinder, 100 hp, 2-and 4-door sedan would have a 109-in. wheelbase and simplified, lower-cost automatic transmission.

It is known, of course, that the economy car plans by Ford, GM and Chrysler come on the heels of the steady sales rise of the Lark, Rambler and imported cars, and that the public is getting fed up with the monstrous, gas-eating, fish-tailed vehicular clowns coming out of Detroit.

At the time, Henry Ford II said it was "a most interesting news story," but he wasn't kidding Joseph C. Ingraham, who wrote the NY Times story.

Ford has named J. Walter Thompson ad agency to prepare its campaign for the proposed small car.



NEW RENAULT facilities will look like this at six acres of industrial property adjoining LA Intl Airport. John Green, president of John Green Corp., Renault and Peugeot distributors, says improved property consists of two major buildings of more than 100,000 sq. ft. Included will be executive offices, school for mechnaics and dealer sales groups, cafeteria, recreational facilities and parts warehouse depot. Similar project is planned in San Francisco.

SEBRING NON-FINISHERS

Car No.	CAR	Time Out E. S. Time	Reason
41	Alfa-Romeo	12:22	Overturned
1	Aston-Martin	13:35	Clutch
17	Aston-Martin	10:42	Piston
39	Cooper	11:03	Oil loss
57	D. B.	16:45	Mechanical
50	Elva	12:40	Suspension
8	Ferrari	14:22	Differential
11	Ferrari	14:05	Mechanical
10	Ferrari	20:35	Collision
2	Lister-Jaguar	15:25	Disqualified
27	Lotus	19:58	Electrical
46	Lotus	16:35	Engine trouble
61	Osca	16:14	Broken spark plug
38	Osca	17:52	Wet ignition
36	Porsche	12:03	Camshaft
66	Stranguellini	18:25	Crashed
21	Triumph	21:50	Valve

Jenkins in $25,000 Expansion

R.B. "Lefty" Jenkins, owner of Jenkins Tire Service has completed a $25,000 expansion program at his Sout Gate retread plant, enablin him to turn out 60 retreads a day, 40% of which are smal foreign car tires in all sizes.

Ten matrices are now available for retreading tire sizes from 520-12 through 670-1 in foreign make tires.

"Lefty," member of the Board of Directors of Cal-State Tire Dealers since 1954, invites MOTORACING readers to come in and see the greatly-improved services.

ATTENTION, CAL CLUB

At Sebring, they warned: THERE WILL BE NO PARKING ON THE CONCRETE APRON NEXT TO THE RACE COURSE

Finest service and parts for: Aston Martin
BILL RUDD MOTORS
1620 So. Greenwood Ave.
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*We are West Coast parts agents
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Visit Ron Ferreira or John Wills
at Northern California's most progressive agency
Foreign deliveries arranged
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Warning On Auto Prices

U.S. Attorney Laughlin E. Waters warns that automobile dealers will be promptly prosecuted if factory price lists are removed from new cars on display before they are sold to the public.

Federal law provides that manufacturers and importers must attach labels to car windows, listing the factory-suggested retail price and prices of all accessories.

Many complaints have been received that labels have been damaged and prices are unintelligible, Waters said.

Violators may receive a maximum penalty of one year in prison and a $1000 fine upon conviction, he said.

RACE CALENDAR

APRIL

4 - Formula Libre 100-mi. race, Daytona Beach (Fla.) Int'l Speedway.
4-5 - Pensacola (Fla.) SCCA Nat'l road races, Gulf Coast Region.
5 - 1000-km. sports car races. Daytona Beach Int'l Speedway.
11-12 - Vineland road races, SCCA, So. Jersey Region.
18-19 - Stockton road races, SCCA, San Francisco Region.
18-19 - Arkansas races, Stuttgart, SCCA, Arkansas Region.
18-19 - President's Cup Race, Marlboro, SCCA, Washington Region.
18-19 - Venice road races, SCCA, Central Florida Region.
19 - Races, Shelton, Washington, SCCA, Northwest Region.
25-26 - Races, Limerock, Conn., SCCA, New England Region.

LOTS OF RENAULTS

Largest shipment of automobiles ever to reach New York harbor -- 1,090 Renaults for delivery to customers in the East -- has arrived aboard the freighter "European Trader."

LETTERS TO MOTORACING

Reader Raps Law Firm

'DROP DEAD'

Tell S.M.R.B. & H. to drop dead. Those pix of the "Sacred Scarab" were in MOTOR, issue of Feb. 11, 1959, pages 38-39.

I'm sure you know of this, but I want to add my two cents' worth.

I continue to enjoy your paper, and I wish you success.

R.M. SUTHERLAND
OILDALE, CALIF.

IGNORE GOLD SUIT

Enclosed please find my renewal for another year's subscription to your fine paper.

Frankly, I do not know how anyone genuinely interested in sports cars can do without it.

Quite often other people in our Sports Car Club here come over to read it. After reading your paper, the expensive magazines are history.

I do have one gripe for Gus. Why do you keep taking pot shots at the "man in the yellow coat?"

While I know who you are talking about, I do not know the man or anything of his ability. I knew of him in Indianapolis, but only because of his dressing attire. I know very little about your business, but in my business we completely ignore such individuals.

JIM LOCKWOOD
TUCSON, ARIZ.

WILSON BLASTED

Just who in the hell is Tom Wilson? What does he race? And---what has he won?

As a long-time subscriber of MOTORACING I've never had the inclination to write before---but Wilson's column this week was even more inane than usual---and that's saying a lot!

In Europe I saw Fangio spin a BRM, Moss a Jag, and Salvadori an Aston---but it certainly didn't detract from their demonstrated skill as drivers---in fact, their reputations were enhanced, for in each case they came from behind to win, and their machines were running beautifully.

In the U.S. I've seen Hill, Shelby, et al spin and leave the course---and never felt they were less good for it! So why dig the drivers from over-the-pond at Pomona?

Attention, Advertisers

MOTORACING
P. O. Box 1127
Culver City, Calif.

We wish to inform you that our ad in MOTORACING paid off.

The Maserati left us today. The ad was seen by a gentleman in Tucson, Arizona, in the issue that came out just prior to Pomona.

Want to offer our thanks for helping us sell the car.

We will be in touch with you in the near future for further advertising.

Very truly yours,

/s/ FRANK H. FRAINE
Trans World Motors
San Diego 15, Calif.

PLEASE KEEP 'EM SHORT

MOTORACING welcomes communications from readers. The briefer they are, the better is their prospect of publication. All are subject to condensation. We assume no responsibility for statements in letters.

Ron Flockhart has achieved a rather good reputation at Le Mans, which certainly no "car breaker" could do---and Behra rather well proved his skill at Riverside. So, Gus, keep certain of your writers under control.

Miles' win was great and I hope Phil wins Sebring (EDITOR'S NOTE--Nice wish; he did). Let's keep comments close to fact --- and from experts!

AVERY DIXON
TUCSON, ARIZ.

PS---The red is for emphasis! (EDITOR'S NOTE---This letter was written in red ink.)

TROPHIES WAITING

Remember your greatly-appreciated 'pitch' MOTORACING made for the Singer Owners' Club in January? We had a successful day. . . broke even. . .everyone had all the running their tires could stand and then some, but two of the trophy winners neglected to tell us what TOWN THEY WERE FROM! If you would just mention that we have hardware for winners Donald Burrows and S.S. Cardwell for their Taft Time Trials. S.S. Cardwell, 2324 E. Terrace, Foreign Motor Club, Healey; Donald Burrows, 3313 Adriatic, SCCA (San Francisco), Alfa.

JOHNNIE MOORE
LA MIRADA, CALIF.
V-P/SOC

GUREY SPEAKS

The March 20-27, 1959 issue of MOTORACING & Economy Car News had a whistle-blowing bit. It disclosed that Gresvick von Kneissel was really Lance Reventlow.

I have met Gus V. Vignolle. I have never met Lance Reventlow, alias Gresvick von Kneissel. Many ask me what it is all about. Is it a hot or cold publicity stunt?

I am willing to bring Gus & Lance together and stop the argument.

MAKES SENSE TO ME!

JAY GUREY
LOS ANGELES 5

For Fun or Need . . .
In racing, rallying, concours, or motoring accessories — Daily through Saturday, 9:00-6:00, and Fridays 'til 9:00, it's . . .
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Ferrari
SEBRING WINNER
Florida 12-Hour International Grand Prix of Endurance
March 21, 1959
1st Overall.. Phil Hill - Olivier Gendebien 250 Testa Rossa
2nd Overall.. Jean Behra - Cliff Allison 250 Testa Rossa
1st Overall Gran Turisimo
Richie Ginther - Howard Hively 250 G.T. California
5 Ferraris Finished In The Top Ten
Ferrari
FERRARI REPRESENTATIVES of California
1767 North Cahuenga Boulevard, Hollywood 28 · HOllywood 9-1174
Sales and Service under management of Paul "Richie" Ginther

Vignettes

By Gus V. Vignolle

WE DISPUTE CORVETTE CLAIM MADE BY NY

(Continued from Page 1)

now admittedly 20,000 leagues behind the west in road race driving talent (had to get that shot in there).

A MR. BOB FENDELL, in one of the Gotham Snapper-Wrappers, had a dilly the other day. He quilled that the Corvette capital of America was in mid-Manhattan.

The gist of the fellow's persiflage was contained in this: "More Corvettes pass into the hands of sports car buffs at DON ALLEN Chevrolet than in any other single place. In fact, although there are 7600-plus dealers in the country, Allen delivers better than one percent of all Corvettes made."

I showed the story to FRANK MILNE, general manager for HARRY MANN Chevrolet in LA, which has done more to bring the Corvette to the fore in California road racing than anyone else. Milne is a modest sort of guy and it took some doing to extract the following:

Forty percent of the Corvettes made are sold in So. Calif. This is understandable because of the climate. Is it conceivable that NY, with its acknowledged miserably lousy climate, could sell more Corvettes than LA, which has great climate, even though it is smog-poisoned and in due course will decimate the unhappy Babbitts?

The figure was much greater in 1954-55---60%.

Last year Mann sold a shade over 300 Corvettes. The other day, Milne was placing an ad in the Yellow Pages that carried the line "America's Largest Corvette Dealer."

That righteous monopoly, the phone company, wouldn't go for that stuff. "Not until we check that claim," they said. "We don't go for those phony-baloney claims."

No Phony Stuff

They checked with the zone office, which embraces the 147 dealers in So. Calif. They made other queries. They called Milne back and said: "Say, you can carry that line in your ad. We checked it out. Sorry, no offense, we can't mislead the public." (Hell no, don't mislead PABLO PAISANO, just confuse him a little more with that message-unit bullcon!)

There are 27 dealers in LA alone, and I'll venture that's more than all of NY state put together.

Personally, I cannot praise the Corvette enough. Check into any of America's road racing inroads and you will find the Corvette engine.

This is strictly from a failing memory, but I believe the car was on the drawing board about 1951, and in 1953 they started to publicize it for street driving and concours. Its advent in racing, of course, followed.

Now, it says in a couple of places that the 1960 Corvette will embody some revolutionary changes, i.e., a completely new engine.

Milne says he has found out that this is not so. There will be only some mechanical changes in the 1960 engine, but the engine remains the same. This is the 348 cu. in. mill which weighs 2900 pounds as compared to the projected 1800-pound engine of the future.

The new 1800-pound engine is scheduled for 1963. Right now the full General Motors concentration is on the small car; they have little or no time to be fooling around with Corvettes.

Talking about Chevy agencies, NICKEY'S of Chicago is pulling in its horns from its extensive sports car racing participation. They have been finding it too costly. Keeping JIM JEFFORDS, the noted Milwaukee Corvette pilot (the rest of America's answer to ANDY PORTERFIELD), on the fly hasn't exactly been a penny-ante operation.

The last time I saw Jeffords shred the field was at Nassau in Dec. He is good, and I'd give more than a farthing to see him in a match race with Porterfield.

Nickey's bought one of the Scarabs, and Jeffords raced it at the recent Pomona go. The car was a DNF with fuel injection woes; actually it was too hurried a deal, with Jeffords unable to get acquainted with the machinery.

Another Chevy note: A deal with a Harbor dealer for sponsorship of the ERIC HAUSER-MAX BALCHOWSKY Old Yaller has gone kaput. The special will have the new 335 hp engine, due this month. This would be a good deal for some aggressive Chevy dealership.

In closing, Mr. Fendell, please check and you may find that Harry Mann Chevrolet sells more new and used Corvettes than any other dealership in these Estados Unidos.

Great Records

Thanks to BILL QUINN of Grand Prix Records (724 No. Lake St., Burbank, Calif.), we had a pleasureable experience last week. It was listening to three wondrous 45 rpm phonograph records --- Sound Stories of European Grands Prix, and the performance at "characteristic speeds" at Oulton Park last year of two of the most successful GP cars in the history of motor racing, the 1937 W.125 Mercedes-Benz and the 1938-39 W.163 model from the same factory.

The records were cut in England. The last-named finds TONY BROOKS and the late PETER COLLINS driving in this unique demonstration. Their reaction to these cars nearly as old as themselves has been recorded in interviews with LAURENCE POMEROY, author of "The Grand Prix Car". Commentary is by NEVIL LLOYD.

This is something for the aficionado. Here you hear the thunder of the 1937 model, with its 5.6-liter, 8-cyl. in-line engine, recognized as one of the most powerful racing cars the world has known, developing 646bhp and timed at speeds topping 200mph.

The 1938-39 model was smaller, 3 liters, built to an altered formula to reduce speeds of the "6 liter monsters." This V12 of 485bhp wasn't much slower, with a top speed of about 195mph.

Both cars were driven with great skill by RICHARD SEAMAN while he was member of the Mercedes racing team. With the W.163 model the great British driver won the German GP in 1938, the first Briton ever to do so.

Twenty long years were to pass before the German GP was to be won again by a British driver, Brooks in the Vanwall. The comments of Brooks and Collins are of great interest and to place their remarks in historical context it is interesting to recall what has gone before --- and come after --- the "German years" in the fascinating history of Grand Prix.

The other records are (1) the 1955 British GP at Aintree, won by STIRLING MOSS in a Mercedes-Benz, and the 1956 British GP at Silverstone, won by JUAN MANUEL FANGIO in a Ferrari (commentary by Lloyd), and (2) the 1957 Monaco GP, won by Fangio in a Maserati (commentary by Moss, who crashed on the 4th lap of the race, and Lloyd).

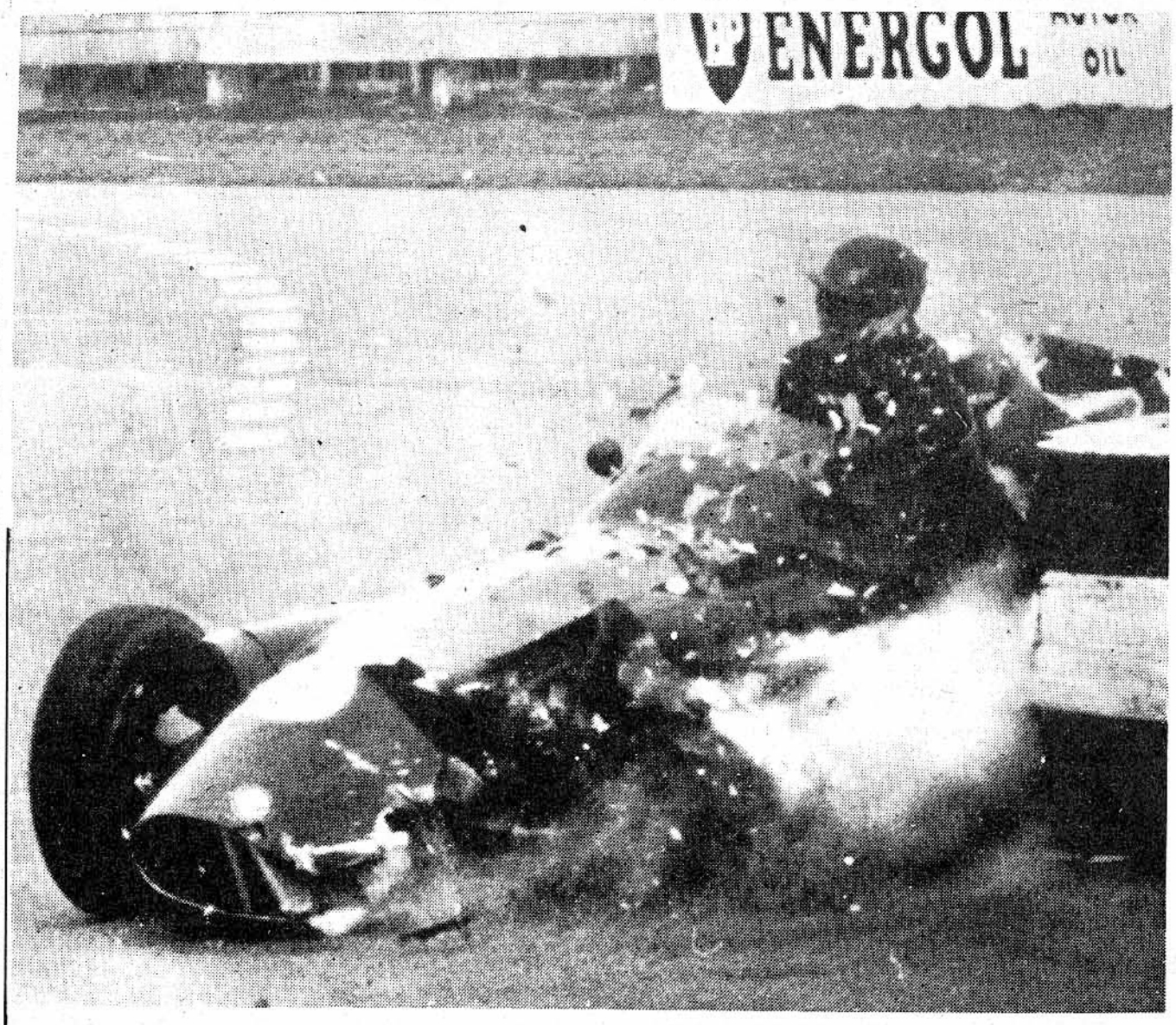
No aficionado will show any dalliance over the $3.95 per record tab. They are all good.

Porsche Cheered

SNIPPETS---Ferrari was great at Sebring, but my cheers go to Porsche ...Only two columns have created more comment than the one on L'AFFAIRE REVENTLOW ---the one on ERNIE McAFEE following his death at Pebble Beach, and the one telling what a sporty and well-bred chap KEN MILES was. Unfortunately, most of the Reventlow letters are unprintable . . .SF region of SCCA is cutting down on press and photog passes---all-out drive to blackball the phony free-loaders. They couldn't do that here, because the LA SCCA has been tobogganing almost to the point of extinction. . .

* * *

HAY, CHIHUAHUA!



MOMENT OF IMPACT - Spectacular photo by VELOCITA, Italian motoring magazine, shows Jean Behra, the noted French driver, crashing at Goodwood, in England, last year. Entering a chicane at terrific speed, his BRM blasted violently into a low wall serving as a course boundary. A wheel is completely gone here. Miraculously, Behra escaped serious injury.

Hill-Gendebien Win Sebring Enduro

(Continued from Page 1)

side, Calif., and Chuck Daigh, Long Beach, Calif., for it was in their factory Ferrari that Hill-Gendebien scored.

The official results list as winner the No. 7 Ferrari and the drivers as Hill, Gendebien, Gurney and Daigh. And that's the way it should be.

For suddenly, about 4-1/2 hours after the race started, the Hill-Gendebien Ferrari no longer led; it was out with a broken differential. That put the Daigh-Gurney duo in front ---and, brother, there was a throaty cheer from the 40,000 fans.

Moss in Lead

Behra-Allison followed then Moss-Bueb. Moss blew past the two Ferraris. After five hours, Moss led Behra-Allison, and by now the fantastic Porsche of von Trips-Bonnier was third. The rain was fierce now.

At this time Scuderia Ferrari decided to call on its more experienced drivers---Hill and Gendebien. (And it was a wise choice.) The fans groaned as Hill-Gendebien were ordered to take over the Gurney-Daigh Ferrari . In road racing, it is not the individual; it is the team.

Then Moss went out, with the Lister nixed after he got a push and a ride to the pits in a scooter. It is amazing Moss didn't know better . Behra-Allison led now, with five more hours to go.

But Hill is a great driver, and an even greater "mudder." He hurtled past the Behra-Allison Ferrari and held the lead until the finish, although the Italians were going nuts in the pits due to the fantastic threat from the von Trips-Bonnier Porsche.

Moss came back later in another Lister-Jag, but the car was too far back.

By European standards Gurney and Daigh are rookies, although they are excellent pilots. Gurney is a factory driver, and he and Daigh must not be heart-broken over what happened. Those are the fortunes of racing in the big-time.

In an interview after the race, Gendebien gave a tremendous amount of credit to Gurney and Daigh, who drove No. 7 for half the race. He said what everybody knew---that the scuderia ordered him and Hill to take over.

Driving Rain

For two hours there was a driving rain here, and Hill said after: "It was a mess ---and the toughest of all tracks when wet." He had felt they would have no chance in wet going.

He is the only three-time winner---with Collins in 1958, and with Carroll Shelby (Ferrari) for the index in 1955.

There were 65 starters, 48 finished. There were two deaths connected with the race ---one in practice and the other while a car was being driven to this town. Details elsewhere in this issue.

Index of performance (handicap) was won a French DB, 17th overall and first in class H, driven by Paul Armagnac and Gerald Laureau, of Paris.

Another Southern Californian, Richie Ginther, of Granada Hills, was a winner. He and Howard Hively, Cincinnati, won the grand touring class in a Ferrari Cali-

(Cont. on Page 4, Col. 3)

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San Francisco Newsletter

• Dear Gus

By TOM WILSON

POPPING OFF BY MOTOR VEHICLE 'CZAR'

Dear Gus:

The new director of Motor Vehicles is popping off about how tough he plans to be on revocation of drivers' licenses for traffic citations.

In the first place,

That pitch about a drivers' license being a privilege and not a legal right is a lot of malarkey with hay in it. That is the key to the action of an examiner who can arbitrarily, without court action, put you down beating the pavement on foot without the aid of Dunlops. But it takes court action to revoke a chauffeur's license--you can see what a strong union can do. It makes those bureaucrats stay strictly legal.

A Colorado judge recently ruled that the Colorado Dept. of Motor Vehicles had no legal right to arbitrarily revoke a driver's license without a court action. He held that the department did not have the power to confiscate a man's livelihood on the ruling of an examiner who is untrained and unlicensed in law or medicine (another field for the revocation of a license). This action put 3000 drivers back on the road behind the wheel. What the number would be in California is a guess; they keep it a closely-guarded secret. It surely would be more than double.

Unconstitutional

The judge held that the department's summary action was unconstitutional. Now, all such action will have a hearing in court and, brother, will those judges have their hands full.

If more of us would take the time and effort to appear in court, we would usually find an unsympathetic judge who has been brainwashed that all cops can do no wrong. So we say "to heck with it," pay our bail and leave with a growing disrespect for all laws.

That "four-citation" rule puts you walking because some bankrupt hick community chooses to keep solvent by picking the city slickers who pass by. I could name a dozen towns in these parts, but towns like Hayward, Newark and Dixon are famous for their efficiency in legal larceny. The town of Placerville has a four-lane freeway with wire fence and all the modern inventions such as traffic lights and a speed limit of 35 mph. Also a cop who signs the citations with the nickname of a famous Western scout. How corny can you be? It is a sucker trap and since the tourists now bypass the town's gas stations and ptomaine dispensaries, it is the town's only means of fleecing the lambs and paying the politicians.

And don't forget the sports car angle on this deal. I know a guy who drove for 30 years before he got a citation in a Jag. Some cops think there is a 12-month open season on them "ferriners".

Cheap Lawyer? Where?

I expect you to hire a good cheap lawyer and clear up this mess. The law profession has a very cozy deal; they make the laws and then you pay them to figure a way to get around those same laws. That's why they leave the so-called loopholes.

Start barrelling through Cucamonga. First your insurance broker calls up and cancels your insurance. Where he got the word is a marvel and a mystery. The guy takes three months to make an adjustment but only a week to cancel you out; and after 25 years of paying bounty to the jerk.

You then sign your car over to the wife so that she can drive and your car becomes a preferred risk with extra high insurance and not much of it. About this time you take a little spin to the local grog mill and get picked up for running a stop light. Brother, all hell then breaks loose and you are in a real jam. It seems that you have committed a felony worse than murder, even worse than bigamy.

It is a vicious circle.

With best regards,

renfro kilburn

P.S. If anyone asks for me, tell them that I left for Colorado.

BACK COPIES

Here is your last chance to secure back copies of MOTORACING. While they last, complete sets of the 1st 3 volumes, or years, are available at $4.50 each, postpaid. All 3 volumes go for $12.50 postpaid. Send your remittance to Circulation Dept., P.O. Box 1127, Culver City, Calif.

Rallies

APRIL

4-5 -- SCCA Nor'Easter Nat'l Champ. rally. New Jersey

5 -- Spokane SCC Easter Rally, Spokane, Wash.

5 -- San Gabriel FCCA El Road Runner II, 4-1/2 hr. nav. 9 a.m. Almansor Park on Valley, Alhambra. $2 Bring lunch ED 9-4609.

11 -- San Fernando Valley FCCA Opus Encore Ralley, 4 hr. nav. 8 pm Reseda Bowl, Reseda Blvd., Reseda $2 Fred Carthron, Jr. DI 3-0963.

12 -- Astro SCC Atlas Rally, SCCSCC open event. 8 am Convair Astro pkg lot, San Diego. 7 hrs. $5 Post entries $6 Dash plaques to all, Trophies 1st thru 10th, Door prizes including Michelin X tire. Dave Stephens, 9856 Dale Dr., Spring Valley, Calif.

12 -- Orange County Slalom, SCCSCC champ. event. Spadra & Orangethorpe.

18-19 -- SCCA Great Canyon Rally, Nat'l champ. event. Apr. 18 5 am Tucson, Ariz. Apr. 19 7 am Grand Canyon, Ends Phoenix. $20 Ariz. Border Region SCCA, P. O. Box 5311, Tucson, Ariz.

21-2[illegible] -- Cascade NW Conference Rally $12 inc. lodging. Box 4303, Portland, Ore.

25 -- Long Beach MG Club Great Western Rally V, SCCSCC champ. event. 6 am Stonewood Shopping Center, Firestone & Lakewood in Downey. $5 Post entries $6 Walt Harper UN 4-8378.

SEBRING

(Continued from Page 3)

fornia, and they were 9th overall.

The early dicing between Pedro Rodriguez, 19, Mexico City, and Roy Salvadori, England, Aston Martin, had the fans on edge. Pedro was teamed with Paul O'Shea, who was behind the wheel when the car went out on the 165th lap with a burned valve.

With a little 950 OSCA, Ricardo Rodriguez, 17, was in 18th spot overall early in the going. He was paired with Frank Bott, Chicago. Although the car was listed as a finisher--next to last--Bott had ploughed it into the mud. Later, Alejandro de Tomaso, who had been driving his OSCA with Isabelle Haskell and Denise McCluggage, induced Ricardo to take over for the gals. He drove for about the last three hours and brought the car up to finish second in index and class H. They had to get an OK from Sebring officials for young Ricardo to drive for de Tomaso.

Dunlop disc brakes were used on the Ferraris for the first time, and the drivers had high praise for them... the twin cam MGs did not impress at all, but the Lotus Elites certainly did. . .A C Bristol took the team prize, which should make Rene Pellandini beam.

Rally 'Round

With Duane and Jerrie Sparks

Parental pride is stronger than editorial modesty. We cannot refrain from calling to your attention the results of Pacific SCC's RALLY DE WHEELE BOUNCE, the March championship event in this area. Our No. 1 son, Ted, with his navigatin' spousé drove off with top honors in this tough imaginative event - and in a Volkswagen yet.

Seems it wasn't so very long ago that one of the leading local authorities on the sport published a learned tome expounding the theory it would be impossible for a VW to win an SCCSCC championship rally because of its comparative lack of power. Ted says it is probably because he has lovingly been calling the little beetle a Porsche recently--maybe the thing is beginning to believe it.

WAYNE BROWN and the Pacific crew are to be commended for proving that a difficult, interesting rally can be presented without resorting to microscopic speed change reference points. Practically everything was right out in the open for the contestants, and yet somehow it was a tough event. Most of the check point locations were diabolically conceived, constantly flavoring the rally with the elements of surprise and frustration.

Principal beneficiaries from the shuffling in championship standings were the members of the Rallymasters club. This small young organization moved two of its drivers, CHUCK MEREDITH (to 7th) and BILL CHESTER (to 9th) among the top 10, and ELIZABETH CHESTER into the 8th navigator spot. Other new names in the top tenners are CAL HUDSPETH as 8th driver and ANN SPARKS 3rd navigator and BOB COLE 7th navigator.

It looks as though once again Santa Monica FCCA has come up with an unbeatable combination in DICK COULTER and AL NESBITT. This duo now is well out in front and it will really take some doing to catch them. Speaking of shuffling, a quick check of current standings with last year's final results shows that only one driver, HOWARD FRANK, and one navigator, JERRIE SPARKS, appear in the top 10 of both lists. Who says there's no room for newcomers in this sport?

* * *

DON ROYER'S latest tidbits regarding the American International Rally include the announcement that rule books, brochures and entry blanks will be available about April 15. Finish of the event will be in Las Vegas, and the dates now definitely are Oct. 13-17.

* * *

To give you an idea how tough is the notorious Targa Florio rally coming up this week-end, when TOM HIGGINS and AL NESBITT tried to navigate it cold as a test run last Saturday, Higgie's Alfa took one look at the course and promptly blew its top (head gasket). Both BOB PIERCY and LARRY HARRIS are going around with satisfied smirks, so they must think they have set up one that can't be solved. Let's get out there and take it apart for them, huh? Who, me? The whole thing starts Saturday nite, 8 p.m. at the Broadway VanNuys, Van Nuys & Roscoe Blvd. It's supposed to be an invitational brawl, but if you are really keen for 11 hours of self-torture, give Bob a jingle at AX 1-9373. Maybe he'll let you run.

Sports Car-Toon ★ by Stan Mott

Revolutionary Rally Computor

GUIBERSON OUT OF RALLY SCENE

Some fears for the success of the American Intl. pro rally Oct. 13-17 were expressed last week with announcement that Allen Guiberson, prominent enthusiast, has pulled out of the picture.

He and George A. Holland were the original co-sponsors. Guiberson had to withdraw due to the press of business and his being named chairman of the USAC's West Coast Road Racing committee.

Press representatives have been seeking more factual data on the event rather than the glowing praise contained in the "bulletins".

Council Rally Leaders

UNOFFICIAL SCCSCC CHAMPIONSHIP RALLY STANDINGS

POSITION	NAME	CARS	CLUB	MARK I	DON DIEGO	WHEELE BOUNCE	TOTAL
DRIVERS							
1.	Dick Coulter	MG A	SMFCCA	18	23	24	65
2.	Stan Johnson	Alfa	SMFCCA	16	12	22	50
3.	Howard Frank	A-H	SMFCCA	20	24	0	44
4.	Ron Jones	Porsche	SDSCC	25	*	19	44
5.	Mel DeLoof	Jaguar	SWSCC	0	22	14	36
6.	Doug Linder	Porsche	NRSCC	13	17	3	33
7.	Chuck Meredith	Peerless	Rallymasters	*	15	18	33
8.	Cal Hudspeth	MG A	LBDSCC	7	9	12	28
9.	Bill Chester	Alfa	Rallymasters	*	18	9	27
10.	Dick Bauer	Jaguar	Convair	*	25	*	25
11.	Gordon Madison	Peugeot	NRSCC	22	0	3	25
12.	Ted Sparks	VW	DSCC	*	0	25	25
13.	Harold Guess	MG TF	NRSCC	24	0	0	24
14.	Diane McPherson	AC	SWSCC	23	0	0	23
15.	Duane Sparks	T-Bird	NRSCC	*	0	23	23
16.	Wayne Brown	Corvette	PSCC	21	0	*	21
17.	Tom Kienholz	Jaguar	Astro	*	21	*	21
18.	Dick Ecker	Alfa	SGVFCCA	*	*	21	21
19.	Bruce Starkey	MG A	La Jolla	*	20	*	20
20.	Jerry O'Brien	Porsche	NASCAD	0	0	20	20
21.	Jim Weishuhn	Porsche	SMFCCA	19	0	0	19
22.	Virg Herman	A-H	NRSCC	15	0	4	19
23.	Tom Higgins	Alfa	SMFCCA	0	19	0	19
24.	Bob Piercy	Alfa	SMFCCA	12	0	6	18
25.	Jerry Aarons	Porsche	SWSCC	17	0	0	17
NAVIGATORS							
1.	Al Nesbitt	MG A	SMFCCA	10	23	24	57
2.	Jerrie Sparks	T-Bird	NRSCC	24	0	23	47
3.	Ann Sparks	VW	NRSCC	6	10	25	41
4.	Juanita DeLoof	Jaguar	SWSCC	0	22	14	36
5.	Jack Carlson	Porsche	NRSCC	13	17	*	30
6.	Al Sorensen	Alfa	SMFCCA	16	12	0	28
7.	Bob Cole	MG A	LBDSCC	7	9	12	28
8.	Elizabeth Chester	Alfa	Rallymasters	*	18	9	27
9.	Russ Palmer	Porsche	SDSCC	25	*	*	25
10.	Bob Dunn	Porsche	Convair	*	25	*	25
11.	Nick Marechal	A-H	SMFCCA	*	24	0	24
12.	Bob McPherson	AC	SWSCC	23	0	0	23
13.	Don Black	Peugeot	NRSCC	22	0	*	22
14.	Stu Rinker	Alfa	SMFCCA	0	0	22	22
15.	Pat Venable	Corvette	PSCC	21	0	*	21
16.	George Kendall	Jaguar	Astro	*	21	*	21
17.	Bob Ballard, Jr.	Alfa	SGVFCCA	0	0	21	21
18.	Don Royer	A-H	SMFCCA	20	*	*	20
19.	Marcia Starkey	MG A	La Jolla	*	20	*	20
20.	Don Simpson	Porsche	NASCAD	0	0	20	20
21.	Helen Weishuhn	Porsche	SMFCCA	19	0	0	19
22.	Dick Lovell	Porsche	SMFCCA	0	19	0	19
23.	Ginny Herman	A-H	NRSCC	15	0	4	19
24.	George Taylor	Porsche	SDSCC	0	*	19	19
25.	Ruth Piercy	Corvette	SMFCCA	18	0	*	18

*Did not compete.

Various Rally Results

PACIFIC SCC DE WHEELE BOUNCE V WAYNE BROWN RALLYMASTER 113 CARS MARCH 22

POS.	DRIVER	NAVIGATOR	CAR	CLUB	ERROR
1.	Ted Sparks	Ann Sparks	VW	NRSCC	2:02
2.	Dick Coulter	Al Nesbitt	MG A	SMFCCA	2:07
3.	Duane Sparks	Jerrie Sparks	T-Bird	NRSCC	2:16
4.	Stan Johnson	Stu Rinker	Alfa	SMFCCA	2:17
5.	Dick Ecker	Bob Ballard, Jr.	Alfa	SGVFCCA	2:57
6.	Jerry O'Brien	Don Simpson	Porsche	NASCAD	3:04
7.	Ron Jones	George Taylor	Porsche	SDSCC	3:31
8.	Chuck Meredith	Pat Truitt	Peerless	RALLYMASTERS	3:53
9.	Scott Branson	Bernice Branson	A-H	SMFCCA	4:33
10.	Frank McDonald	Laura McDonald	Jaguar	RALLYMASTERS	4:35
11.	Barbara Meredith	Ed Smith	Peerless	RALLYMASTERS	4:43
12.	Mel DeLoof	Juanita DeLoof	Jaguar	SWSCC	5:08
13.	Ed Fleming	Jerry Russell	Porsche	SWSCC	5:16
14.	Cal Hudspeth	Bob Cole	MG A	LBDSCC	5:36
15.	Betty Enoch	C. K. Enoch	TR-2	NRSCC	5:48
16.	Flo Schumann	Charlie Schumann	A-H	SWSCC	6:02
17.	Bill Chester	Elizabeth Chester	Alfa	RALLYMASTERS	6:28
18.	Sandra Rosen	Bob Rosen	TR-3	SMFCCA	6:38
19.	Walt Harper	Betty Harper	Porsche	LBMG	6:48
20.	Bob Piercy	Larry Harris	Alfa	SMFCCA	6:54
21.	Bill Brandes	Catherine Brandes	190 SL	SWSCC	7:11
22.	Virg Herman	Ginny Herman	A-H	NRSCC	7:23
23.	Doug Linder	Gordon Madison	Porsche	NRSCC	7:24
24.	Julie Dearth	Betty Hill	MG A	NRSCC	7:48
25.	Hal Wood	Chris Wood	Porsche	SWSCC	7:58

MEXICO RACE SET

MEXICO CITY, April 1 -- Ricardo Rodriguez, 17, driving a Porsche RS, will rule the favorite in the Avandaro road race to be held at Valle de Bravo, in the state of Mexico, Sunday, April 12. There will be a prize fund of 25,000 pesos, possibly more, to induce American drivers.

Intoxication results from drinking wine in excess

- - - - -

APRIL

19---Calif. Imported Car Club PARI PASSU RALLYE 4-5 hr. nav. 9 a.m. Las Tunas & Rosemead, Temple City. Don Fulwider, GIlbert 8-4628.

The wart hog is found in South Africa.

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LADIES FIRST, says Mary Davis, first driver to sign up for 1959 Mobilgas Economy Run. Chief Steward Art Pillsbury okays entry of girl who won low-priced car class last year driving a Plymouth Belvedere. Run goes from LA to Kansas City April 5-9.

$35,000 UP IN NASSAU RACE

NASSAU, Bahamas, April 1 --- Amateur sports car racing under sanction of the Royal Automobile Club of England and the Bahamas Automobile Club at Bahamas Speed Weeks gives way to a $35,000 pro event late this year.

After a series of meetings, which included the Bahamas Automobile Club, the Bahamas Hotel Association and various contributing persons, it was agreed to insure every entrant invited of some portion of his expenses. The budget events.

Projected prize monies for the Nassau Trophy Race of 250 miles:

1. Total cash purse $20,000
2. Accessory monies 5,000
3. Starting money, top 10 in Int'l standing 8,000
4. Travel money for 50 cars and drivers invited as Class "A" 11,225
5. Hotel accommodations for racing, press, officials. 40,000
6. Entertainment, trophies 12,500

Total driver-entrant cost for 1959. Based on a 10-day attendance $96,725.

Items 1, 2 and 3 shall be in cash payments. Item 4 will be paid direct to carriers for transportation. Item 5 will be a commitment of the Bahamas Hotel Assn. Item 6 will be handled by the Bahamas Hotel Assn. and others. No change in trophy awards of past years.

It was decided unanimously that there could be no question if the top 10 drivers of the world were selected as most eligible for starting money.

A Class "B" invitation for 1959 is questionable.

Approximate purses:

Minimum $10,000 to win. First, $7500, $2000 accessory-tires, $2000 gas, classes $500; second, 3500; third 2500; fourth, 1250; fifth, 1000 and sixth 750.

In addition, seven first places, classes B through G, $500 - $3500 - each.

Driver and car must be considered one unit. A declaration of either amateur or professional must be made on the day before the race. No last minute changes will be permitted.

Drivers who indicated at a meeting during Sebring their approval of this prize layout and their intention of participating in the 1959 Bahamas Speed Weeks were Moss, Shelby, Salvadori, O'Shea, Hill, Bonnier, Martin, Reventlow, von Hanstein (Porsche Team) and the Factory Ferrari Team as represented by Chinetti.

ACCIDENT REPORT

Single car accidents involving only one driver are on the upswing and are increasing faster than any other type, reports the California Highway Patrol.

SEBRING NOTES

(Continued from Page 1)

3rd in class.

The Ferrari TR driven by LANCE REVENTLOW and E. D. MARTIN experienced many setbacks, but managed to climb to 6th in the final standings.....By the 6th lap Behra moved to the lead from fourth.. Gurney was 2nd, Salvadori 3rd, Pedro Rodriguez 4th, Gendebien 5th, Walt Hansgen 6th, Moss 7th, followed by three Porsches, the first a Class E car driven by COUNT WOLFGANG VON TRIPS.... The Porsche piloted by JACK MCAFEE pitted at 10:33a.m. and many more times early in the race with water in the gas lines...However, he and KEN MILES still managed to finish 8th overall.....Pedro Rodriguez' troubles began early when he was forced to the pits with a bent fender rubbing a tire; a wheel had to be changed.

Official time for the Lotus XV driven by W. ENTWISTLE, of Ontario, Canada, was 3:33--very fast for this car, even with the larger engine....During the 1st hour the Aston-Martin began experiencing the expected troubles and the first stop was with electrical difficulties.....The GT Aston-Martin of Joe Sheppard, Tampa, Fla., was out of action in the 1st hour; this was a private entry....

11 a.m. -- Behra, Gurney, Gendebien, followed by Moss, von Trips. Pedro Rodriguez had given away to 10th...Behra was a full lap ahead of the field....The Aston-Martin reported a blowback...E.D. Martin came in for a wheel change because of fender rub.

Seventeen-year-old RICARDO RODRIGUEZ began having brake trouble with the factory OSCA during the 2nd hour but was leading the Index of Performance. Then a flat tire later on, at the Hairpin turn, added to the problems of the young driver and his co-driver, FRANK BOTT, Chicago....Finally the car was withdrawn and Ricardo moved into the DE TOMASO-HASKELL - MCCLUGGAGE OSCA, which he moved up to 18th overall, 2nd in Class H and 2nd in Index.....

12 noon -- Many cars were refueled, including some of the Porsches...DENISE MCCLUGGAGE relieved Alejandro de Tomaso in the OSCA ....CARROLL SHELBY took over from Salvadori....Allison relieved Behra and continued in the lead, followed by Gendebien, Gurney, von Trips, the two Lister-Jags, then three Porsches....The first four cars were one lap in the lead.

The Aston-Martin, reported earlier to be leaking oil, broke down and Shelby walked back for tools....The Porsche RSK, owned by COUNT VON DORY, Argentina, retired; oil had been leaking badly.....Shortly before the end of the 3rd hour, HAP SHARP was to be seen pushing his Maserati 250S back to the pits.....They managed to finish 41st after a great many more pit stops.

1 p.m. -- Daigh relieved Gurney, still 2nd, Gendebien leading, Allison 3rd, Moss 4th in the No. 2 Lister-Jag...BOB HOLBERT had relieved SESSLER and pushed the Porsche to 5th, followed by JOAKIM BONNIER, who had relieved von Trips; Pedro was running 7th and JOHN FITCH 8th... The Sessler-Holbert Porsche led on Index....The No. 3 Lister-Jaguar had a rear end replacement in less than an hour .....Shelby was now having shifting troubles.

2 p.m. -- Only six of the original starters retired. The five leaders had not changed position. Nearly one half of the field changed drivers about this time. Hill relieved Gendebien. The Ferrari of Pedro Rodriguez withdrew -- bad valve.

3 p.m. -- Moss leading, followed by Hill, Allison, Bonnier, three Porsches in row, Reventlow, GIL GEITNER (Ferrari) and Miles....

3:30 p.m. -- Moss, in the No. 2 Lister-Jag, pulled off the course, just beyond Webster turn. Moss began walking in, borrowed a scooter and rode to the pits and back. Thought he was out of gas, but later it was said the engine was vapor locked. Team car No. 3 pushed Moss and the No. 2 into the pits. Officials disqualified Moss' car, which was ready to run, for being pushed by another car....Team manager was allowed to transfer Moss to another car.

4 p.m. -- Behra Ferrari 1st, von Trips, Gurney Ferrari, and then four Porsches... Course "moist" from the light rain that had started.....A Stanguellini crashed at the Martini-Rossi overhead auto bridge leading to the infield, rolling violently. Driver ROB ROLLASON escaped unscathed, was indignant over his sopping wet clothing.

5:30 pm -- Moss took over the No. 4 Lister-Jaguar, driven earlier by BRIGGS CUNNINGHAM and LAKE UNDERWOOD.....At 8 o'clock Underwood relieved Moss. One half-hour later, Cunningham was back in the cockpit. This car placed 15th overall. The No. 3 driven by WALT HANSGEN and DICK THOMPSON, finished 12th....Oil pan of No. 3 had come loose half way through the race and the one-hour stop to change the rear end, plus taking time out to push Moss to the pits, all took time....At the finish Hansgen-Thompson were 24 laps behind the winner.

5 p.m. -- Behra-Allison leading, No. 7 Ferrari 2nd (No. 8 had retired and Gendebien-Hill replaced Gurney-Daigh), von Trips 3rd, followed by the Holbert-Sessler, Fitch-Barth, Miles-McAfee, Reventlow-Martin, Hugus-Erickson, Lumkin and Richie GINTHER, GT Ferrari.

6 p.m. -- Hill had advanced the No. 7 Ferrari to 1st, displacing Behra-Allison....Bonnier's Porsche now 3rd, with little change in the rest of the top 10.

Just before 6:30 p.m., the leading No. 7 Ferrari while lapping a Lotus (BILL SCHADE), did a twin spin with the Lotus and Ferrari spinning side by side; both recovered and went on their way.

6:45 p.m. --Rain ceased.

7 p.m. -- Hill holding lead, No. 9 Ferrari 2nd, Porsches the next three positions -- the end only 3 hours away....

8 p.m. -- First five positions unchanged, Reventlow now 6th. Lap times 20 seconds slower after sunset.

9 p.m. -- The five leaders holding their positions....Gendebien now driving the lead car, one lap ahead of Behra, who was in turn two laps ahead of the leading Porsche. Brakes on the leading Ferrari reported red hot; in 20 minutes they were reported cooled, only to become white hot 15 minutes before the end. Seven minutes before the 12-hour mark, the yellow flag was displayed at hairpin turn, where an AC Bristol had locked its brakes with one brake shooting out flames. Moments later, the fire doused and the car proceeded.....PAUL ARMAGNAC and GERALD LAUREAU were also in victory lane with the little Deutsch-Bonnet that had brought them Index of Performance victory.

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Since this offer expires soon, club secretaries are urged to send in their lists with proper remittance to MOTORACING, Circulation Dept., P. O. Box 1127, Culver City, Calif.

Jag Takes Natl. Rally

WINTERHAVEN, Fla., March 15---The SCCA's first National rally for 1959 was won here today by the team of Jack and Irene Steinbuhler, Titusville, Pa., in a Jaguar 150 coupe. The wife drove, he navigated.

The three-day event covered 753 miles. The winners' total error was 283 seconds.

John and Flo Blackburn, Greenvale, NY, Jaguar 150, were second, 293; Richard Smith-William Farrell, Quakertown, Pa., Goliath, third, 301; John and Betty Haskins, Belleville, Ill., Alfa Romeo, fourth, 316; Arthur and Connie Gervais, NY, Jaguar, fifth, 339.

Team winners: Bill Spear-Bill Baldwin, Chrysler Imperial, Smith-Farrell and the Blackburns, 1771 points.

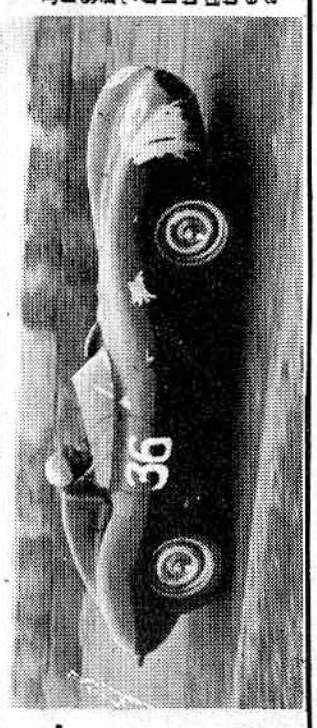
RATHMANN SIGNS

INDIANAPOLIS, Ind., - Dick Rathmann, who drove his 1958 McNamara Special to a new qualifying record of 145.974 miles an hour, will be back at the Indianapolis Motor Speedway in the same car for the 43rd annual 500-mile race May 30.

- - - - - -

The smog is so bad in LA, they're now calling it the Poisoned City.

Jerry Austin's D-Jaguar is For More Details, Write to P.O. Box 34648, Los Angeles 34, Calif. for sale. The price is $5500. This beautiful car is suitable for street use. The price includes special tools, 5 wheels, extra new high torque unit, brake torque bar, extra parts, gear changes, extra tires, shock absorbers, extra bonnet and miscellaneous parts and gaskets. This Beautiful Car Will Be Shown By Appointment.



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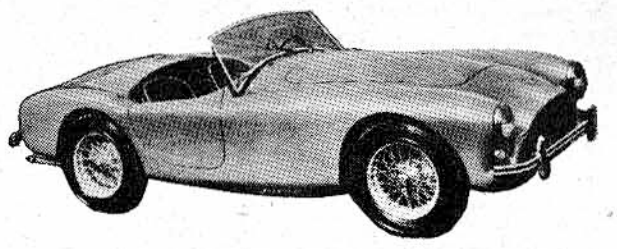

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Henry N. Manney III
MOTORACING'S Far-Flung Correspondent

Modena Report

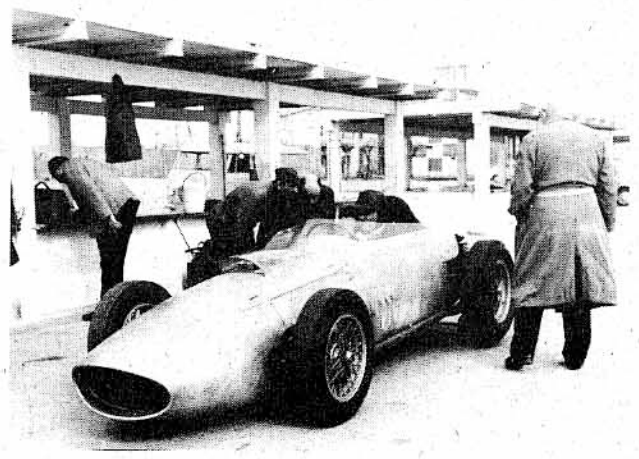
Motoracing's roving correspondent, Henry N. Manney III, recently took a trip to Modena, Italy, and there he saw the Ferrari and Maserati factories, among others. The atmosphere was very cloak and dagger chez Ferrari.

Manney saw a new Maser two-liter sports, which is "just lovely."

At Ferrari, he spotted a new block which looked suspiciously like a 1500cc four.

However, Enzo Ferrari has always got something on the fire, including dissecting (down to the last nut and bolt) Behra's RSK Porsche that the Frenchman brought down to Modena some time back.

Manney added: "I also saw Tony Settember's project and very nice it looks too. It looks a trifle light for the projected speeds, but then Ferraris are always twice life size."



MOTORACING'S correspondent photographed the newest Formula 1 Ferrari while at the factory at Modena, Italy.

RODRIGUEZ BOYS GET OK

Henry Banks, director of competition for USAC, has notified Pedro Rodriguez, Sr., of Mexico City, that his two top-ranking sports car racing sons, Ricardo, 17, and Pedro, 19, are now eligible to compete in USAC events. First event in which they will drive is at Daytona Beach, April 5. Heretofore, they were barred from USAC races, the age limit being 21.

This action came shortly after a stinging column written by Frank Blunk of the NY Times, who wrote, in effect, that ability, not age, should be the determining factor in permitting the youths to race in the U. S. They have raced at Nassau and, last week, at Sebring. Pedro raced at Le Mans and Reims, France, last year. Ricardo was a sensation two years ago in a CSCC race at Riverside.

EYES ON NEW FIATS AT GENEVA

Big Alfa Shown

BY HENRY N.MANNEY III
Motoracing Staff Correspondent

GENEVA -- Biggest news -- and attraction at the 1959 Geneva Salon International d'Automobile -- were the new line of Fiats which replace the 1400 and 1900. Showing Farina influence, and resembling in plan line an enlarged 1200 Grand Luce, the new 1800 and 2100cc models boast an ohv six-cylinder mill producing 85 and 95hp respectively.

This has a rather sophisticated cylinder head which combines (or so Fiat says) the best features of hemispherical, wedge and squish combustion chambers, the valves being worked by an inclined pushrod arrangement which seems to be the next best thing to ohc.

I think they should be able to give the comparable European cars quite a run for the money. A slightly remodelled TV Spyder was also shown.

The bodywork section was not overwhelmingly interesting, most favorable attention being paid to a needle-nosed 1200 Fiat 3500cc Volante with the sides gronched in, on the Farina stand.

Less favorably received was a Chrysler-powered bolide at Reutter's, resembling rather an aborted Edsel, designed (reportedly) by Brooks Stevens for (allegedly) some aluminum company. Time alone will judge, I suppose.

Farina Takes Over

You might agree with the man who said Farina was secretly trying to sabotage the British motor industry, as a goodly number of their products now have the master's touch and yet (with the exception of the Austin A40) don't seem to wear it as well as the home products. And if the Farinasation keeps up, pretty soon one won't be able to tell one car from another without a program.

And if I remember correctly, the factor that was selling English cars in the States . .or for that matter Italian ones. .was their individuality. I think it must be a plot from General Motors. Tune in this time next show. . .

Clever Swiss

As usual there was a great selection of passenger vehicles for the lucrative and discriminating Swiss market but precious little to make the blood of the enthusiast run hot.

The reason is, of course, that yon Schweizer, having his pick of the world's cars without any chauvinistic customs duties, takes as hard-headed an attitude about transportation as he does in other matters involving money, usually plumping for a model that will give him comparatively trouble-free motoring with a good trade-in. Which, of course is what we all ought to do but we get carried away with the Fraserati twin cam, don't we?

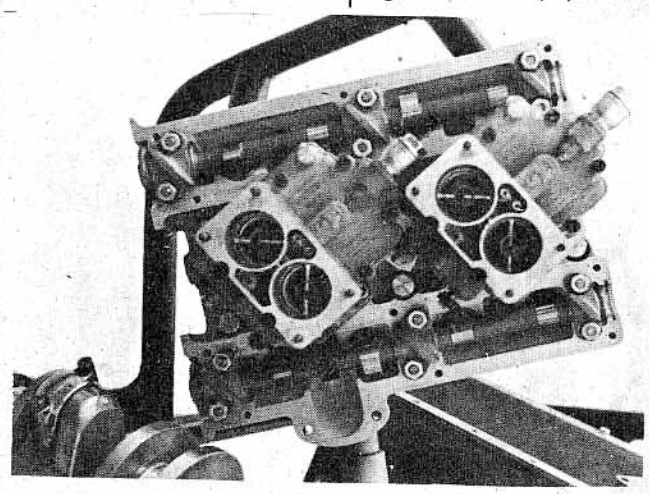
The English makers made their usual strong bid with a large selection, lowering prices in some cases as they did so. Standards cleaned up their Vanguard, taking the "built-in shunt" out of the rear fender, while the BMC combine produced their range of rationalized Farina-ized Wolsele.-cum--Riley-cum-Austin-cum-Magnette which seemed to be popular with the Swiss but looked strangely reminiscent of at least four other vehicles in the hall.

Hopped-up Sprite

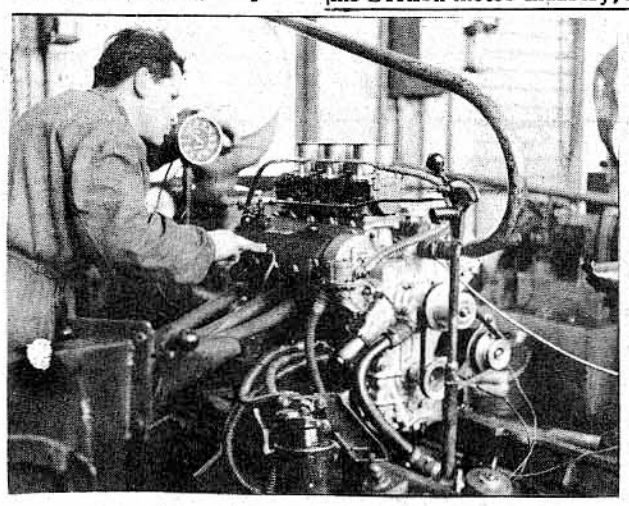
Also present was a hopped-up Sprite, which should make a good fun car even more so. Standing practically cheek by

(Cont. on Page 7, Col. 4)

AT GENEVA SHOW was this 3.5-liter "experimental" 6-cylinder Alfa Romeo, body by Farina. (MOTORACING Photo by Henry N. Manney III.)



HERE IS the twin cam 750 Abarth-Fiat head, one of the many exhibits at the Geneva Auto Show. (MOTORACING Photo by Henry N. Manney III.)



MANNEY ALSO snapped the shutter on the Ferrari Dino 2000cc sports on the bench.

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2	9	Ferrari	Jean Behra, Cliff Allison	$1,500	187
3	31	Porsche	Count Wolfgang von Trips Joakim Bonnier	$ 750	184
4	34	Porsche	Don Sesslar, Bob Holbert	$ 500	182
5	32	Porsche	John Fitch, Edgar Barth	$ 250	181
			Index of Performance		
1	59	D.B.	Paul Armagnac, Gerald Laureau	$1,500	162
2	60	Osca	Alejandro de Tomaso, Isabelle Haskell, Denise McCluggage, Ricardo Rodriguez	$ 750	161
3	34	Porsche	Don Sesslar, Bob Holbert	$ 500	182
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1	7	Ferrari	Phil Hill, Olivier Gendebien - Dan Gurney, Chuck Daigh	$ 500	188
Class E					
1	31	Porsche	Count Wolfgang von Trips Joakim Bonnier	$ 500	184
Class F					
1	34	Porsche	Don Sesslar, Bob Holbert	$ 500	182
Class G					
1	48	Elva	Frank Baptista, Arthur Tweedale, Charles Wallace	$ 500	160
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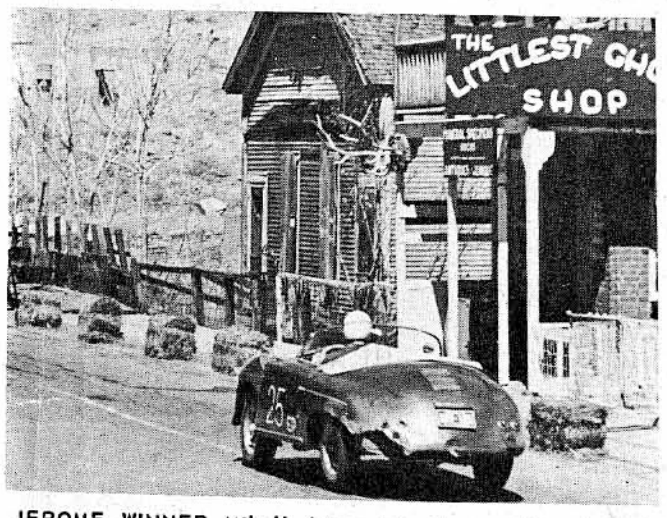
FASTEST TIME of day was posted by John Mikell, Jr., left, of Phoenix area, in Porsche Carrera, at recent Jerome, Ariz., Ghost City Hill Climb. Here he is presented the "Cuspidor Cup" by John McMillain, Jerome mayor. Award was suggested by Jim Mourning and Bob Rolofson, who covered colorful, unique event. (Photo by Rolofson)



JEROME WINNER Mikell drives his Carrera through the town, two-thirds of the way up the course, a 1.3 mile climb at an 18% average grade. He tied with Bill Moore, Corvette, and Curley Brayer, Elva Mk. IV, at one minute flat, but in runoff Mikell won at 59.5 sec. Event was staged by Phoenix Chapter of 4 Cyl. Club of America. More than 3000 spectators saw the event, which drew 100 entries and was put together in three weeks. An eight-mile hill climb is planned for next year. (Photo by Rolofson)

West Coast Point Leaders

BY ERIC HAUSER

A few changes were occasioned by the non-spectator races staged by San Francisco Region of SCCA recently (Vaca Valley) in the West Coast Driver Point Standings.

They are as follows:

Class E Prod.--Charles Parsons (Porsche), 1st with 14 pts; D Prod.--Sam Weiss (Porsche GT), 4th with 5; B Prod.---Hugh Harn (Corvette), tie for 4th with 5; G. Mod.---Art Snyder (Lotus), 1st with 19; F Mod.---Leon Robertson (Porsche) and Don Wester (Porsche) tied for 4th with 7.

A correction gives Dick Hayward 20 instead of 15 for G Prod. lead. Complete women's standings (which did not appear in last issue), with changes after northern race, are as follows:

Women's Competition

Over-1500cc

1. Linda Scott Talbot 10
2. Marie Dixon Maserati 8
3. Lorraine Wood AH 7
4. Barbara Nieland TR3 5
4. Gail Liebert AC Bristol 5

Under-1500cc

1. Sunnie Baker Porsche 10
2. Ione Wheeler DB 8
3. Prudence Crosby Lotus 7
4. Charlotte Duncan Lotus 5

SLIGHTLY MODIFIED

By W. R. C. Shedenheim

From Matt Weinstock's Mirrow-News column of a week or so ago, we would feign to quote a paragraph or two:

"Last Sunday at 7 a.m. as Darr Smith went to the store at Highland and Franklin Aves. for some cigarettes he came upon a cluster of sports-car addicts holding a rendezvous preparatory to roaring off to the Pomona road race.

"He found a place to park his oversize car near a Volkswagen around which two young men were strangely busy. He was intrigued because they were doing something under the raised hood in front. The VW engine is in the rear.

"He came closer and got the picture. A couple dozen cans of beer had been dumped into the space and the two young men were covering them with loads of ice cubes.

"That, Darr submits, is Southern California living."

We can only add that Darr Smith, whoever he might care to be, committed two errors in his reporting, one an error of identification and the other an error of omission. The car which he identifies as a VW was in reality a 4CV Renault, and he omits saying that one of the young men he observed was built like a Greek god. Or like a Greek, anyway. At least, Mr. Smith might have mentioned that he was neatly bearded. Not Smith. The young man. Bearded, that is.

Maybe he was afraid of bearding the penny-a-liner in his den. The young man's. Not Smith's.

The magazine TRAILER LIFE, will be doing a photo spread on the Race Gypsies, orphan child of Toby and yr obt svnt, at the Memorial Day races at Santa Barbara. Come on, you Gypsies, get those balalaikas and tambourines tuned up! Dig out those red leather dancing boots! Throw another MG on the fire!

PERSONALS

About People in Racing & Rallying

VIRGINIA BEERS and JOE WEISSMAN, injured when BRUCE KESSLER crashed at Pomona, are recovering. . . Still at Pomona Valley Hospital, Virginia wants to use MOTORACING as medium of thanking everyone for all the letters, cards, etc. She has a broken shoulder blade, so can't write yet. . .Due for more surgery to her seriously injured legs, Virginia will be hospitalized from three to six weeks more. . .Drivers, among them ANDY PORTERFIELD and JIM MATTHEWS, helped with blood. . . She required nine pints. . . Weissman has resigned as president and also from the board of the Cal Club. . . Race photographer RON FERREIRA is in Oakland's Peralta Hospital - ulcers.

NORM BENEDICT, who has done so much for the safety aspect of racing, is now in development work at Kurtis-Kraft, where they're currently putting a lot of stress on the booming go-karts. . . . Look for an announcement soon by STAN MOTT, the ace cartoonist, on racing plans for Cyclops II and Cyclops Super II. . .SUNNIE BAKER of Jay's Accessories has a warm spot in her heart for BOB AND PAT SAWYER, former race drivers. She recently presented them with the first overall trophy Sunnie won in the women's race at Phoenix. . .

Deserving a big cheer for the big help he is giving contestants in the Mobil Economy Run is BARNEY FELDMAR of Feldmar Watch Co., recognized as one of the top watch experts in the US. . . Among gal drivers competing this year are MARY DAVIS, GINNY SIMS, MYRA BUCHANAN, RUTH DOUSHKESS, DEL PIERCE, LILLIAN WARNER, PAT SAWYER, MARY HAUSER, PAT VENABLE, MARION LOWE, SUNNIE BAKER and BARBARA NIELAND. . .

MOTORACING's sympathy to LYNN (CAL) CALVERT, ace salesman for IRV KREISEL at Culver's Continental Imports. . .His daughter, Lynn Michelle, was killed when struck by an auto in South Gate a few days before her 8th birthday. . .Congrats to ART PECK, WALTER CRONKITE and CBS on their Sebring coverage. . .CHARLIE WEBER on hand at Sebring... MARGE AND BOB PLASS have sold their concours winning OSCA. . .JIM MOURNING elected V.P. of the Automotive Press Association. . . JACK McAFEE and VOCLAV POLAK returned from Sebring suffering from near-pneumonia. . .FRANK ELLIOTT, former Indy and Vanderbilt Cup race driver, died recently . . .JOHN VON NEUMANN's right-hand man, SAM WEILL, has been hospitalized at Good Samaritan. . .MYRA BUCHANAN's OSCA is now equipped with a Corvette engine. . . BETTY AND BILL FRIEDHAUER have partially forsaken sports cars in favor of boats. . .CHUCK BRASSELL of Waters Dodge-Plymouth has been named manager of the agency's Simca department. . .ROY STORY on hand for the opening of McCulloch's Marina. . .MR. AND MRS. FRANK MILNE will be the guests of Count Wolfgang von Trips when they go to Europe in June. . . JERRY AARONS has been designated to be rallymaster for the Turisimo de Corvette Rallye II.

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More By Manney

(Continued from Page 6)

jowl was the new Berkeley with 700cc Royal Enfield motorcycle engine, a good ride for some busy driver in Class H. Completing the parade was the handsome and comfortable Rover three liter, a quality car that shows promise of cutting into the big Mercedes market here.

Germany, as far as I could tell, showed nothing new except the Mercedes diesel which came out a few months ago; Porsche and VW not even bothering to exhibit. .some say because of new models acoming at the Frankfort Show. France likewise proceeded practically unchanged, the only titivation being a new 50hp mill in the Panhard cabriolet.

Italy's two big sports and racing car makers were there, of course. Maserati presented freni a dischi, together with wire wheels, on the 3500 GT, and Ferrari the "California" cabriolet together with a Farina GT Coupe.

Frank Arciero has signed Shorty Templeman to drive his Braund Birch Special in the Indianapolis '500' come next May.

3510 DEAD

Traffic accidents on California's streets and highways took the lives of 3510 persons during 1958, a decrease of 181 from the previous year.

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ROOTES IN S.A.

Rolls-Royce and Bentley cars are now to be marketed by the Rootes Group in more than 30 Latin American and Caribbean countries.

SEBRING

Complete chart - Back Cover
Non-finishers - Pg. 2
Prize list - Pg. 6

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**NEWS-
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Complete Sebring Race Chart

SEBRING WORLD CHAMPIONSHIP 12-HOUR SPORTS CAR RACE

Sebring, Florida, Saturday, March 21, 1959

Overall Pos.	No.	CAR	Laps Run	Grand Touring	Class. Pos.	DRIVERS
1	7	Ferrari	188		1-D	Hill, Gendebien, Gurney, Daigh
2	9	Ferrari	187		2-D	Behra, Allison
3	31	Porsche*(4)	184		1-E	VonTrips, Bonnier
4	34	Porsche*(3)	182		1-F	Sesslar, Holbert
5	32	Porsche	181		2-F	Fitch, Barth
6	12	Ferrari	174		3-D	E. D. Martin, Reventlow
7	14	Ferrari	174		4-D	Lunken, Pabst, Andrew
8	35	Porsche	173		3-F	Miles, McAfee
9	70	Ferrari	171	1	1-9	Ginther, Hively
10	37	Porsche	170		4-F	Erickson, Hugus
11	33	Porsche	164	2	1-6) 2-E)	VonHanstein, DeBeaufort
12	3	Lister-Jag	164		5-D	Hansgen, Thompson
13	19	Ferrari	164		3-E	Casner, Hunt
14	25	A.C. Bristol	164	3	1-7	Jackson-Moore, Cook, Burns
15	4	Lister-Jag	164		6-D	Cunningham, Underwood, Boss, Moss
16	44	Alfa-Romeo	162	4	1-5	Rainville, Kaplan
17	59	D. B. *(1)	162		1-H	Armagnac, Laureau
18	60	Osca *(2)	161		2-H	deTomaso, Haskell, McCluggage, R. Rodriguez
19	48	Elva	160		1-G	Baptista, Tweedale, Wallace
20	15	Ferrari	160	5	2-9	Mena, Fernandez
21	45	Lotus	160	6	2-5	Chapman, Lovely, Chamberlain
22	24	A. C. Bristol	159	7	2-7	Means, Wees, Kurtz
23	49	Elva	158		2-G	Jordan, Dietrich, B. Martin
24	23	A. C. Bristol	158	8	3-7	Rix, Rahal
25	26	Arnolt-Bristol	155	9	4-7	Durbin, Goldman
26	22	Morgan	155	10	5-7	McNeill, Rothchild
27	28	M. G.	155	11	2-6	Ehrman, Saidel
28	64	Fiat-Abarth	152	12	3-H/1-3	Cuomo, Richards
29	62	Fiat-Abarth	150	13	2-3/4-H	Cattrini, Cussino
30	65	Fiat-Abarth	149	14	3-3/5-H	Jeffords, Kuhn
31	54	A. H. Sprite	149	15	1-4/3-G	Sutherland, Stiles
32	63	Fiat-Abarth	147	16	4-3/6-H	Poltronieri, Thiele
33	40	Lotus	145		5-F	Moran, Rand
34	29	M. G.	145	17	3-6	Parkinson, Dalton
35	51	Lancia	144	18	3-5	Blanchard, Callahan
36	53	A. H. Sprite	142	19	2-4	Leavens, Kunz
37	58	D. B.	141		7-H	Wood, Perrier
38	55	A. H. Sprite	141	20	3-4	Hayes, Christy, Colgate
39	43	Alfa-Romeo	141	21	4-5	Comito, Kramarsky, Pfaff, O'Brien
40	52	Lancia	140	22	5-5	Baumberger, Rohlfs, Cronkite
41	18	Maserati	138		4-E	Hall, Sharp
42	42	Alfa-Romeo	134	23	6-5	Grossman, Rubin
43	80	Turner	128	24	4-4	Lieb, Drolet
44	47	Lotus	123		4-G	Flemming, Schlade, Decker
45	30	M. G.	121	25	4-6	Pickering, Flaherty
46	16	Ferrari	110	26	3-9	Reed, Odell, Ahrents
47	56	Osca	106		5-G	R. Rodriguez, Bott
48	20	Triumph	98	27	6-7	Bentley, Samm, Moore

* No. in parentheses indicates Index of Performance Handicap position.

Fastest lap: Cliff Allison, Ferrari, lap No. 97, 504.4 miles, 3 minutes 21.6 seconds, 92.857 miles an hour.
Winners: Phil Hill, Olivier Gendebien, Dan Gurney, Chuck Daigh, Ferrari, 12 hours, 188 laps, 977.6 miles, average speed 81.466 mph.

Lap Record: March 22, 1958: Stirling Moss, Aston-Martin, lap No. 31, 161.2 miles, 3 minutes, 20 seconds flat, 93.6 mph.
Race Record: March 22, 1958: Peter Collins and Phil Hill, Ferrari, 12 hours, 200 laps, 1,040 miles, 86.666 miles an hour.